

# Montana and the Sky



Vol. 31, No. 4

MONTANA AERONAUTICS DIVISION

April, 1980

## MPA Annual Convention

The Montana Pilots Association will be holding their annual convention and general meeting in Billings at the Holiday Inn West on June 13 and 14.

With the theme "40 Years of Progress—What Next?" the MPA has planned a convention agenda accordingly. There will be technical sessions with speakers from AOPA Aviation Safety Foundation, the FAA, and the Montana Aeronautics Division. Featured speakers will include John L. Baker, President of the Aircraft Owners and Pilots Association and Paul McAfee, writer for *General Aviation News*.

Mr. Baker will be speaking at the Saturday evening banquet. Baker joined the professional staff of AOPA in January, 1977, after serving three years as an executive with the Air Line Pilots Association. Although Mr. Baker was in civil aviation with the Grumman Aircraft Engineering Corporation, he is probably best known in aviation for three years of service with the Federal Aviation Administration as Assistant Administrator for General Aviation. This FAA position followed assignments in Congressional relations for the FAA and the Department of Transportation.

Paul McAfee will be speaking Saturday morning on over-dependence and unwarranted trust in the ATC system with a question and answer period following. Mr. McAfee writes the column "ATC Clears" for *General Aviation News*. He has worked with the FAA as an air traffic controller, Regional Noise Abate-

ment Officer, Chief of the Air Traffic Area Office in Salt Lake City, and lastly as Chief of Evaluations and Deputy Chief of the Air Traffic Division for California, Arizona and Nevada until retirement in 1976.

Representatives and products from various manufacturers will be on hand at the convention. A ladies schedule is also planned.

Prior to May 25 pre-registration fees will be \$60.00 per couple and \$40.00 per single. After May 25 registration fees will be \$70.00 per couple and \$45.00 single. These fees should be forwarded to Ray Curtis, Montana Pilots Association, 909 N. 32nd St., Billings, MT 59101. Please make your room reservations directly with the Holiday Inn West. The MPA has blocked rooms with the hotel so mention the convention when making your reservations. These rooms will only be held until June 3. See you there!



John L. Baker, President of the Aircraft Owners and Pilots Association will speak at the Saturday night banquet during the upcoming MPA Convention.

## Montana Aeronautics Board Backs Big Sky Airlines

In an official communique to the Civil Aeronautics Board the Montana Aeronautics Board recommended Big Sky Airlines as the replacement carrier for the Frontier Airlines Twin-Otter route system presently serving the communities of Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney, and Wolf Point, Montana and Williston, North Dakota.

Big Sky Airlines, a Billings based commuter, has proposed to serve the route with Metroliners and Cessna 402's. RealWest Airlines of Fargo, N.D. also bid on the entire route, while Skycraft of Lewistown bid only on the Lewistown-Billings segment. Skycraft has subsequently withdrawn their bid.

This action comes in support of the communities' desires. After several community meetings, each of the affected communities elected to support Big Sky Airlines.

# Administrator's Column



It is with great sadness that I report the death of Lois DuPree, Billings. Red and Lois DuPree have been very active supporters of the Montana Pilots Association over the past many years. Lois has been in ill health for the past several months. On behalf of the Aeronautics Board and the Aeronautics Division I extend our sincere condolences to Red and the entire DuPree family.

\* \* \* \* \*

The Civil Aeronautics Board has advised us of the time frame for the selection of a replacement carrier for the Montana/North Dakota communities. It is as follows:

**April 7** - Deadline for receipt of modifications to carrier proposals. Any substantial changes will be carefully reviewed to determine their acceptability.

**April 16** - Deadline for receipt of views from the civic parties and for receipt of carrier comments on the proposals of the other applicants.

**Mid-April** - The CAB's Bureau of Domestic Aviation intends to have applicant carrier audits completed.

Upon receipt of the views of the communities, the States and carriers, the Bureau proposes to make its carrier selection recommendation to the Board by late April or early May.

We are concerned about the timeliness of the Board decision. The necessity of having a carrier in place by early summer cannot be over emphasized due to start up complications encountered during winter conditions.

The Governor's Essential Air Service Task Force has gone on record as supporting Big Sky Airlines as their choice of a replacement carrier. However, Lewistown initially abstained from supporting any carrier until that community could review all the proposals submitted. The Lewistown community met on April 4 and after hearing each carrier's proposal voted to support Big Sky as their replacement carrier.

The Montana Aeronautics Board has met and reviewed all of the carrier proposals as well as the communities' positions and has taken an official position to support Big Sky Airlines. The Board feels Big Sky will provide the best scheduled air transportation system for the air travelers of Montana.

## Aircraft Landing Sites Increase

The number of landing facilities available for use by civil aircraft in the United States reached a total of 14,647 in 1979, an increase of 172 over the previous year.

DOT's Federal Aviation Administration said that the 1979 total included 12,064 airports, 2,108 heliports and 425 seaplane bases and 50 short takeoff and landing airports and runways.

Privately-owned facilities accounted for most of the increase—9,985 in 1979, 9,823 in 1978.

Montana's total U.S. Civil and joint-use airports amounted to 177, for a rating of 29th in the nation.

## Fuel Farms

The Idaho Transportation Department is only one of the state agencies becoming concerned about the supply of aviation gasoline. Many operators in that state (as elsewhere) are faced with minimum purchase of 8,000 to 9,000 gallons with no place to store it. Worthie M. Rauscher, Idaho DOT administrator, suggests looking into having fuel farms at central locations and trucking the fuel to outlying airports as required. He says joint county-federal ventures could purchase and maintain the needed central facilities. Another possibility to relieve problems is spot-market purchases by jobbers for smaller airports.



Creative Press

# Yellowstone Airport Opens June 1

The Yellowstone Airport, located two miles north of West Yellowstone, Montana, will officially reopen for the 1980 season on June 1, 1980.

Western and Frontier Airlines will provide scheduled airline service to Yellowstone again this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the national park.

The airport cafe is open from 7:00 a.m. to 5:00 p.m. daily and a gift shop is also open in the terminal building.

Yellowstone Aviation is the fixed base operator offering both av-gas and jet fuel, as well as flight instruction, charter and scenic flights.

The airport also features a free pilot's campground adjacent to the tiedown area.

The Yellowstone Airport will remain open throughout the summer and will close for the winter on October 1, 1980.

Further information may be obtained from:

Ted Mathis, Airport Manager  
Montana Aeronautics Division  
P.O. Box 5178  
Helena, MT 59601  
(406) 449-2506 - Helena  
(406) 646-7631 - West Yellowstone

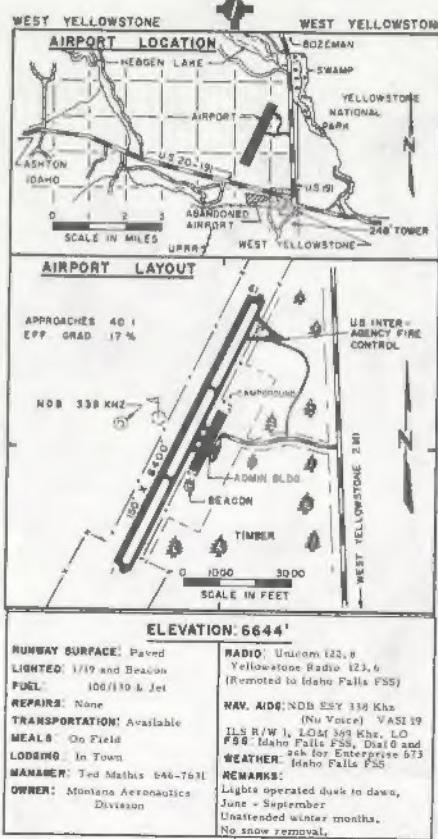
## Calendar

May 14 & 15 — Montana Aeronautics Board meeting, Great Falls International Airport conference room.

May 23 to 25 — AOPA Weekend Ground Schools in Helena at Colonial Inn. Private/Commercial Pilot Written Exam Course and Instrument Rating/Instrument Flight Instructor Rating Written Examination Course. \$155 and \$175 respectively. Call toll free (800) 638-0853 for further information.

June 1 — Yellowstone Airport, West Yellowstone, re-opens for the season. Contact Ted Mathis (406) 449-2506 for further information.

June 9 to 18 — Aerospace Teacher Workshop, Eastern Montana College,



Billings.

June 9 to 18 — Aerospace Teacher Workshop, Montana State University, Bozeman.

June 10 to 12, 17 to 19 — Aerospace Teacher Workshop, College of Great Falls.

June 11 to July 2 — Aerospace Teacher Workshop, Montana Tech, Butte.

June 13 & 14 — Montana Pilot's Association Convention, Billings.

June 16 to 27 — Aerospace Teacher Workshop, Carroll College, Helena.

June 19 to 21, 26 to 28 — Aerospace Teacher Workshop, Northern Montana College, Havre.

June 29 — Flying Farmers Queen Joan Wilson Fly-In, Moore.

July 13 — Terry Airport Dedication.

July 19 & 20 — 3rd Annual Beacon Star Antique Airfield Fly-In.

October 3 to 5 — Montana Flying Farmers Convention, Helena.

October 4 — Helloween Air Race.

## AOPA Says FAA Ignores Needs

"A callous rejection of public need and a political response to a technical problem." That's how John L. Baker, president of Aircraft Owners and Pilots Association, characterized the Federal Aviation Administration's announcement to place new traffic rules at San Diego.

Baker, a former assistant administrator of the FAA, says the opposition to the FAA's plan is "overwhelming" but this did not deter the "bureaucrats from imposing their own illogical concepts."

Mayor Pete Wilson made a valiant effort to resolve the airspace safety problem with a plan very close to AOPA's compromise position, Baker said, "and the FAA totally ignored the community."

The reason FAA gives for not altering its original proposal is that it would delay implementation of the Terminal Control Area.

"This," says Baker, "is bureaucratic hogwash." For 18 months the FAA did nothing until pushed to action by AOPA and the City of San Diego, and now they say a few extra days to have a proper solution is out of the question."

Continuing his blast at FAA, Baker said his association's reading of the public comments showed the only people favoring the original FAA plan were airline companies and a few others. "The trouble with the FAA," he said, "is that they haven't had a new idea in air traffic management since the Wright Brothers made their second airplane."

The FAA's breach of faith with the public is made more evident by the agency's failure to put a TCA into effect under the Administrator's emergency authority on the grounds public comments were needed and then proceeded to ignore that comment, Baker pointed out.

For safety purposes, AOPA said it would urge pilots not to attempt to fly through the small VFR corridor but to request clearance through the TCA instead.

## Nav Aids

By: Jerry Burrows,  
Aviation Representative

The Southern Avionics Company (SAC), manufacturer of non-directional radio-beacons (H-markers) and related equipment, provided a factory training course on their new SS-1000 100 watt beacon to this writer.

President and founder, John B. Goodhue, and his crew of top notch engineers and technicians provided valuable instruction on their new equipment as well as numerous improvement procedures for our existing systems. SAC's new automatic antenna coupler may alleviate the down time we occasionally experience due to sleet or ice on the antenna systems.

One of their new transmitters will be in Red Lodge and as soon as the snow melts the overhead antenna system will be completely replaced and the underground counterpoise system modified.

The Libby Airport Board is working with the U.S. Forest Service in obtaining land for the establishment of a NDB to service the Libby, Montana area. A new SAC transmitter has tentatively been ordered for this location. As soon as the Forest Service completes their evaluation and necessary approval is received from the FAA and FCC, we will install a new 100 watt unit there.

SAC has provided transmitters to over 40 countries, the FAA, Coast Guard, and several states as well as numerous communities throughout the nation. They cater a great deal to the offshore drilling platforms owned by the oil companies by providing low-cost dependable communications for their helicopters.

SAC is continually experimenting with new antenna designs on their six acre field immediately adjoining their factory.

We hope to refurbish as many locations as possible this season contingent on manpower and travel restrictions. If you are aware of any stations that are off the air or do not perform as well as you think they should please let us know.



John B. Goodhue, President of Southern Avionics Company



SAC's draftsman, Sandy Hoeff



Dr. Ray Satterwhite, SAC Manager of Engineering

## Victor-2 Airway Realigned

The Federal Aviation Administration has issued a rule which realigns a segment of V-2 airway between Helena, MT and Livingston, MT to bypass Bozeman, MT and renames the present segment of this airway as a south alternate. This action reduces the distance between Helena and Livingston. Air traffic congestion at Bozeman is thereby reduced.

### THE RULE

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) realigns a segment of V-2 airway from Helena to Livingston via the INT of Helena 119°T(100°M) and Livingston 322°T(304°M) radials and redesignates the present alignment of V-2 as V-2S for the segment from Helena to Livingston via Bozeman. This action contributes to the reduction in fuel consumption by reducing the congestion (rerouting, vectoring and holding) in the Bozeman area and by reducing the airway distance between Helena and Livingston. The rule will become effective 0901 GMT, May 15, 1980.

## Phillips Fuel

Phillips Avgas production is increasing, but there will still be supply problems in the central part of the country. Following an explosion that wiped out fuel production at the Phillips Borger, Texas refinery, most FBOs from Kansas west to Utah were faced with getting only 35% of their contracted volume, as Phillips supplies most fuel in the area, through interchange agreements.

Unable to get support from other producers, Phillips says it is shipping alkylates, an essential ingredient for avgas, from Kansas City to combine with other components on hand at the Borger plant to produce 2,500 barrels of avgas a day (normal production was 6,000).

(AOPA newsletter)

# FAA Written Test Examiner Program

The Federal Aviation Administration Written Test Examiner Program has been implemented to provide expeditious testing service at locations convenient to the applicants. Examiners are designated by the FAA under the authority of the Federal Aviation Regulations. Examiners will not be reimbursed by the federal government, but may charge applicants reasonable fees for the administration of FAA written tests.

Anyone wishing to take a written examination may contact one of the following designated examiners at the listed location:

Frank England  
Skymart Aviation, Inc.  
Great Falls International Airport  
P.O. Box 2869  
Great Falls, MT 59402  
(406) 761-4040

Fred W. Lueneburg  
8380 Farm-to-Market Road  
Whitefish, MT 59937  
(406) 862-3847

George Wetherell  
Butte Aero  
Bert Mooney Airport  
3337 Keokuk  
Butte, MT 59701  
(406) 494-2455

Mary Severy  
3811 Stephens, Apt. 20  
Missoula, MT  
(406) 728-2836 (home) 543-8361 (work)

Carol Fechter  
Sunbird Aviation Bldg.  
P.O. Box 23  
Belgrade, MT 59714  
(406) 388-6827 (home) 388-1351 (work)

If you desire to take a written examination in any of the above listed areas, please contact the examiners for that particular location. Please do not call your local GADO office as they would have to refer you to the examiners.

## Varnado Named Director

Arthur Varnado, 47, a career employee with 24 years of FAA service, has been named Director of the Rocky Mountain Region. He will report to his new post on April 8.



Left to right, John Williams, Chief of Great Falls Flight Service Station, Mike Ferguson, Aeronautics Division Administrator, and Will Mavis, Chief of the Helena Flight Service Station, watch Controller Bruce Jones receive the first flight plan filed through the new Helena to Great Falls remote system.

Prior to his appointment Varnado was the Deputy Director of the New England Region in Burlington, Massachusetts. Before that assignment he was Special Assistant to the Director of Flight Standards Service in FAA Headquarters, and he also attended the Air War College in Alabama as an FAA representative.

Varnado joined the FAA in 1956 as an Airway Operations Specialist. Later he became Deputy Chief of the air traffic control tower at Newark, N.J.; Chief of the tower at J.F.K. International Airport in New York; and Chief of Standiford Field tower in Louisville, Kentucky.

A native of Buffalo, N.Y., Varnado served in the U.S. Air Force from 1952-1956. He has a Bachelor's Degree in Liberal Arts from Dowling College, Oakdale, N.Y.; a Master's Degree in Community Development from the University of Louisville; and a Master's Degree in Public Administration from Auburn University, Auburn, Alabama. He is married to the former Theresa Scott of Charleston, South Carolina, and they have three children.

We extend our congratulations to Mr. Varnado and look forward to working with him.

## ADAP Update

Congressional outrage at the latest attempt to raid the Airport and Airways Trust Fund was directed at FAA Deputy Administrator Quentin Taylor recently. At House Ways and Means Oversight Committee hearings, Reps. Henson Moore (R-La.) and Cecil Heftel (D-Hi.) were upset about the proposed \$1.3 billion annual raid of Trust Fund money to pay for FAA operations and maintenance.

"If this is what this money is going for, then I'll be the first to cosponsor the Chairman's bill to kill the dam tax," Moore declared.

Heftel charged: "Any nonpublic agency taking money from the public and putting it in their own bank account would be liable for criminal charges."

The proposed raid is a 300% increase in the amount of funds taken from the Trust Fund to pay for O&M. Huge surpluses in the Trust Fund have built up (to \$4.75 billion), according to the feds, because Congress has not authorized enough money for O&M over the years. But operating funds were allowed only if there were money left after airport and airways capital development needs were met.

## GA—Going To BZN?

Are you going to Bozeman? During the last six months Gallatin Field has installed a Simplex "Tuch-But'n" door lock for the benefit of general aviation and to enable you to gain access to the terminal ramp from the public area of the new terminal building.

General aviation pilots are requested to park their aircraft on the west end of the terminal ramp and enter the new terminal building through the first door they approach marked "GA Entrance." This door opens into the air side of the baggage claim area, which has a door with a Simplex "Tuch-But'n" door lock. A sign tells the pilot how to open the door into the public side of the terminal building and also gives the combination needed to open the door when returning to his aircraft parked on the terminal ramp.

A pilot may also enter the public area of the building through Gate #3 which is the next door past the GA entrance door. However, by coming through this door he will not gain the information necessary to open the "Tuch-But'n" lock to get onto the ramp.

## Pilot Briefings

Effective March 18 pilot briefing and flight service for the Helena area will be provided by Great Falls Flight Service. In the past Great Falls Flight Service has handled a portion of the flight planning process for Helena; the remainder was handled by Helena Combined Station Tower and the Helena Weather Bureau.

As of March 18 when you dial 442-9902, Great Falls Flight Service will answer. All flight services are available on this telephone. You may file your flight plan VFR or IFR, get complete pilot briefing, including NOTAMs. The same radio frequencies are available to you as in the past. Be sure to open or close your VFR flight plan on one of the Helena radio frequencies: 112.2 or 121.1, transmit/receive 117.7.

## Fatigue Impairs Flying Ability

Pilot fatigue is often overlooked or disregarded as a cause or contributing factor in most aircraft accidents in favor of more substantial reasons; i.e. "failed to follow procedures" or "misjudged altitude or distance." Fatigue is difficult to identify as the cause of an accident because all of the facts surrounding the accident may not be known.

Statistics where pilot fatigue is a known cause reveal that:

1. Most occur at night and the early morning.
2. Many involved confusion, disorientation, or inattention on the part of the pilot, especially during bad weather.
3. Most occur during landing phase of the flight.

Fatigue can be caused by a number of things such as poor nutrition, sleep loss or boredom. On long flights boredom can set in, especially in IFR conditions and at night. One hour of boredom can consume as much energy as a full day of work. It subtly induces fatigue and it can reduce your reaction time in emergency situations.

Fatigue is an ominous enemy because we don't always recognize the symptoms in ourselves. They are quickly recognized in others. Here are several symptoms that we should be familiar with:

1. General irritability, often characterized by a short temper.
2. Low morale and possible loss of motivation or mild depression.
3. Short term memory lapses, such as forgetting something you have just been told (radio frequency changes, ATC clearance amendments, etc.).
4. Making simple mistakes, such as tuning in a wrong frequency, misreading a navigational chart, or having difficulty with simple calculations.
5. Timing and accuracy loss.
6. A tendency to accept a wider margin of error than normal, such as not making your normal effort to stay exactly on course or altitude.

(Minnesota Flyer)

## CONGRATULATIONS!

### FAA Certificates Issued Recently to Pilots

#### PRIVATE

Randall P. Muri, Miles City  
Themla A. Bullinger, Billings  
Marion L. Ellis, Billings  
Clarence T. Beede, Glasgow  
Larry B. Hoyer, Fort Peck  
William R. Oakey, Billings  
Christopher J. Wadner, Billings  
Sam L. Picard, Bainville  
Robert G. Williams, Lewistown  
Randall K. Cook, Lewistown  
James J. Decock, Hysham  
Rick L. Collins, Laurel  
William D. Allen, Missoula  
Gerald A. McCarthy, Clinton  
Tony J. Engler, Missoula  
John S. Dooling, Jackson  
Bernard A. Kuennen, Bozeman  
Albert L. Humphrey, Bozeman  
Vance G. Kauffman, Bozeman  
Roger A. Sammons, Cut Bank  
Morris T. Jessop, Pinedale  
Steven J. Reed, Missoula  
Lewis E. Frazier, Butte  
Gwendolyn R. Sharples, Chinook

#### ATP

Kevin L. Salsbery, Malta (Heli)  
Wayne C. Turner, Big Sandy (AMEL)

#### MULTI-ENGINE

Betty Ann Sweeting, Glasgow  
(Add to CFI)  
Dennis P. Elgen, Culbertson  
(Add to CA)  
James A. Murray, Lambert  
(Add to CFI)  
Darrel M. Nixon, Baker (Add to CA)  
Kenneth C. Conrad, Billings  
(Add to CFI)  
Almon R. Blain, Billings (Add to CA)

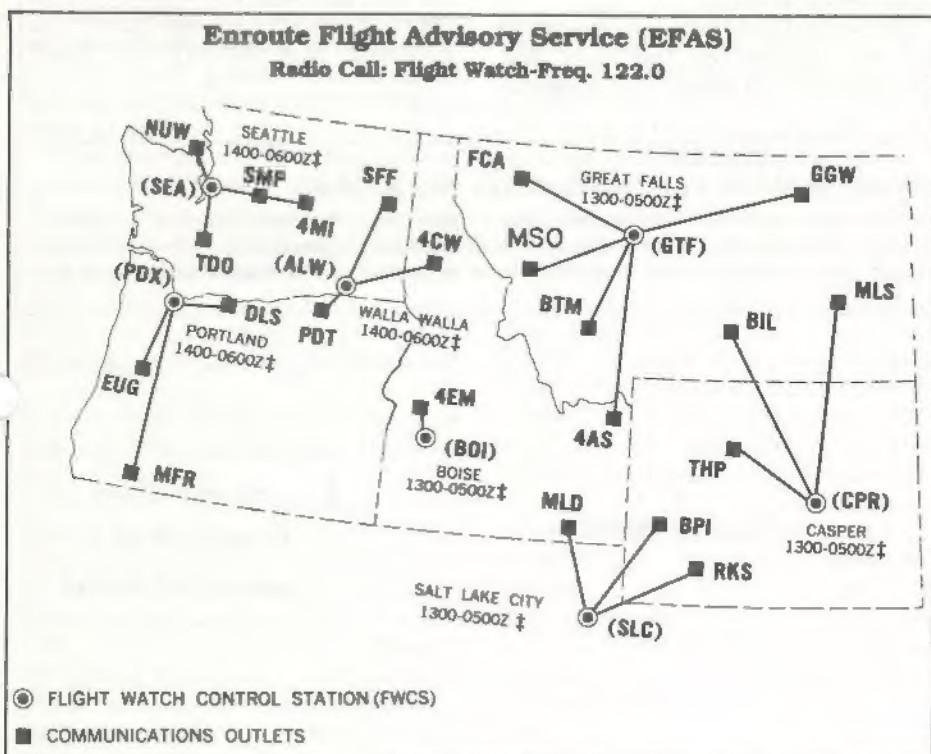
#### FLIGHT INSTRUCTOR

John B. Sprague, Billings  
Gary R. Meyer, Billings  
Gregory S. Ugrin, Miles City  
Rollin G. Munson, Plentywood  
(Renewal)  
Kenneth E. Jackson, Billings  
(Reinst)  
James S. Norme, Bozeman  
Terry E. Phillips, Billings (Reinst)  
David E. Gans, Billings (Renewal)  
Kevin L. Salsbery, Malta (Renewal)  
Eugene L. Mendel, Malta (Reinst)  
Daniel W. McMahon, Missoula (Heli)  
John H. Hebbleman, Jr., Chinook  
(Renewal)  
Edgar L. Obie, Chinook (Renewal)  
Loren F. England, Great Falls  
(Renewal)  
John A. Rasmussen, Great Falls  
(Comm)  
Ben F. Roy, Darby, (MEL-CA)  
Michael J. Airchelle, Butte (MEL-CA)  
Jonathan R. Potter, Belgrade (Pri)

# Call Flight Watch 122.0

The Rocky Mountain Region has just commissioned a new outlet on University Mountain at Missoula, Montana. Pilots flying in the area, at all altitudes, are requested to contact the Great Falls Flight Watch so that coverage determinations may be made.

The effectiveness of the system is directly dependent upon the support and cooperation of the pilot. We must all work together to insure the latest and most reliable reporting of current weather conditions along the route of flight. You won't be able to locate "Smokey" on this channel but you can obtain a similar service by advising the fellow behind you and the one ahead of you just what the current flight conditions are at your location, even if they consist of "severe clear" and a hundred knot tail wind. If you use the system to its fullest capability, it will afford an opportunity to justify and expand services to better meet all of your requirements.



## Summer Activities

With spring and summer approaching along comes many aviation activities such as airshows, fly-ins, contests, etc. Many aviators over the past years have been disappointed when they learned of an activity only after it had happened. To try to avoid this *Montana and the Sky* would appreciate receiving notice well in advance of your activities to share with others.



## AOPA Fuel Survey

We would encourage all FBOs who received the AOPA fuel surveys to complete and return them as soon as possible. They are seeking specific information in order to undertake a major effort in assuring availability of fuel. Let's make a concerted effort to get these back to AOPA quickly.

## Letters To the Editor

In keeping with the article entitled "Call Flight Watch" we received a copy of the following letter from David Shurian of the MPA Bitterroot Hangar in Hamilton addressed to the FAA in Denver. We thought you'd be interested in it.

Dear Sir:

At a recent meeting of the Bitterroot Hangar of the Montana Pilot's Association, a matter was brought to the chair's attention involving safety and the needed cooperation of the FAA.

Most pilots feel that FLIGHT WATCH is a great benefit. A benefit, that is, when the weather is not good. The flight watch operator is surely in a more lonely position than the Maytag man on days of clear skies, with unlimited visibility. Now the problem.

We in Western Montana fly the mountains and canyons in this area. Many of us rely on the small plane in our business ventures which, at times, necessitates flying the mountain canyons. In these areas we *need* FLIGHT WATCH. We need it more than flat land pilots ever needed it. There are no roads to land on, nor grain fields. Occasionally there is not enough room to do a 180. When weather is marginal it is necessary to fly below the mountain peaks and in the canyons. Often a feeling of near desperation is felt for a report from the pilot ahead or storm movement information and ceilings of surrounding areas.

Sincerely,  
David Shurian

## Terry Airport Dedication

The Terry Airport will have their dedication ceremonies on July 13, Sunday. They will begin with a fly-in breakfast and will have contests, radio controlled model planes and possibly skydivers.

More information to come in a future issue of *Montana and the Sky*.

# Economic Impact Of GA

1) General aviation benefits our nation's economy, contributing more than a quarter-million jobs and \$10 billion to the Gross National Product.

2) General aviation substantially helps the U.S. balance of trade by building and exporting \$500 million worth of general aviation aircraft overseas every year.

3) General aviation indirectly supports many other industries. For example, over one million rental car days are purchased by general aviation travelers every year.

4) General aviation travelers pur-

chase over four million, eight hundred thousand room nights per year at hotels and motels.

5) General aviation flew forty million hours and carried one hundred and ten million intercity passengers in 1979.

6) General aviation has just completed its eighth consecutive record year with shipments of new aircraft valued at \$2.2 billion.

7) Industry analyses show that in terms of sales, assets, income, stockholder equity, and earnings per employee, corporations with general aviation perform significantly better than those without.

8) General aviation uses only 8/10 of one percent of the total fuel consumed in all forms of transporta-

tion.

9) General aviation's fuel efficiency is very high. A Boeing 747 averages 40 seat-miles per gallon. A Piper Lance 75, a Bonanza 72, a Cessna 207 averages 72.



2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

## MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178

Helena, Montana 59601

April, 1980

Second-Class  
Postage Paid at  
Helena, MT 59601